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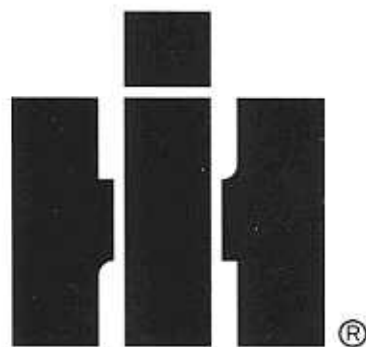
CADET®

75

Riding Mower

INTERNATIONAL®

OPERATOR'S MANUAL



To The Owner

Your new riding mower is designed to meet today's exacting operating requirements. It is built for efficient, economical performance, ease of operation, and with the ability to adjust to various conditions. These features lighten your work and shorten your hours on the job.

You are urged to consult your International Harvester dealer concerning unusual conditions or special applications. Let the experience of your dealer and the organization associated with him serve you.

Be sure to read the instructions for Adjusting and Operating in this manual. Check each item referred to and acquaint yourself with the adjustments required to obtain efficient operation and maximum trouble-free service. Remember, a riding mower which is properly lubricated and adjusted saves time and labor.

After the cutting season, thoroughly clean your riding mower and inspect it. Preventative maintenance pays dividends. Your dealer has original-equipment parts which assure proper fit and best performance. He is able to recondition your equipment to a like new condition.

When in need of parts, always specify the chassis and engine serial numbers, including any prefix or suffix letters. Write these serial numbers in the spaces provided.

Additional copies of this manual may be ordered from your International Harvester dealer at a nominal price.



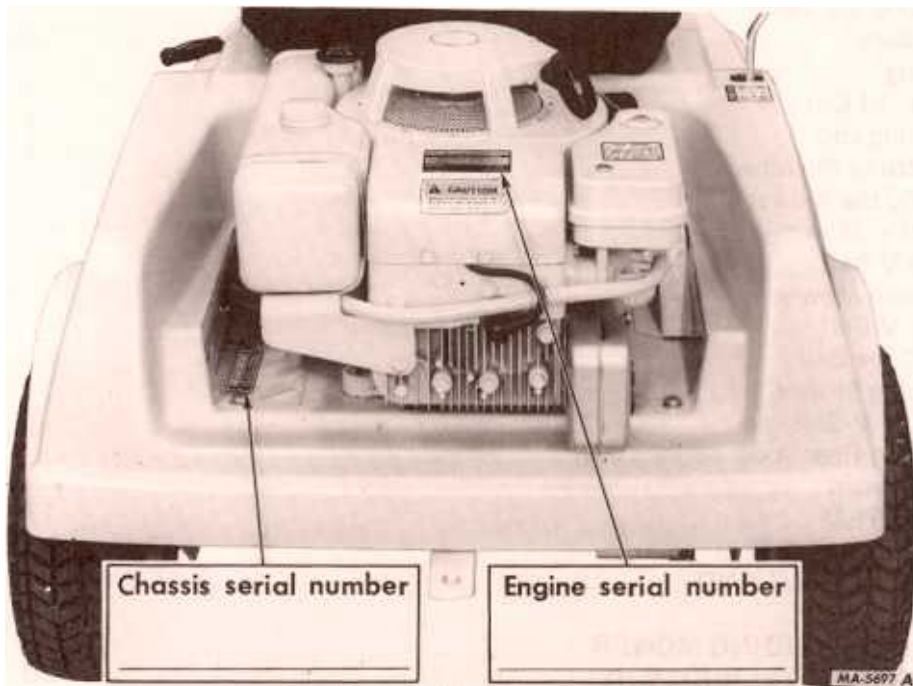
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INTRODUCTION

LEFT and RIGHT indicate the left and right sides of the riding mower when facing forward in the driver's seat.

The portion of the machine which carries the operator is referred to as the RIDER. The housing under the rider, which does the cutting, is referred to as the MOWER. The entire machine is referred to as a RIDING MOWER.





CAUTION

Read the Operator's Manual.
Learn to operate this machine **SAFELY**.
Be alert. Observe **ALL** Safety Practices.
Machines can be hazardous in the hands of an **UNFAMILIAR, UNTRAINED** or **COMPLACENT** operator.
Don't risk **INJURY** or **DEATH**.

MA-10034

WORK SAFELY – FOLLOW THESE RULES



This symbol is used to call your attention to instructions concerning your personal safety. Be sure to observe and follow these instructions.



Whenever the operator dismounts from the riding mower or leaves the riding mower unattended, disengage the mower and shut off the engine.

Know the controls and how to stop quickly.
READ THE OPERATOR'S MANUAL.

Only move the gear selector lever to shift into gear or change gears with the clutch-brake pedal disengaged.

Never place hands or feet under the mower, in the discharge chute, or near any moving parts while the mower is running. Do not work on the mower with the engine running, as the mower could accidentally be engaged and cause injury.

Never leave the engine running unattended or permit the riding mower to be operated by persons not acquainted with its use and the rules for safe operation.

Be sure all stones, branches, or other objects that might be picked up and thrown by the mower blades are removed before starting to mow.

Never look into the discharge opening while the blades are in motion as serious accident and/or injury could result.

Stay alert for holes in terrain and other hidden hazards which could cause loss of control or upset.

Children should not be allowed to operate the riding mower unless properly supervised, and are physically and mentally capable of safe operation or injury may occur.

Disengage power to the mower when transporting or not in use.

Before backing the riding mower always look for obstacles or bystanders in the area where the riding mower will move.

No one should operate this machine while under the influence of intoxicants or drugs that impair the senses or reactions.

Do not allow anyone in the area parallel to the discharge opening while moving. Although the area

has been supposedly cleared of foreign objects, small objects may have been overlooked and may be discharged by the mower causing serious injury.

Watch out for traffic when crossing or near roadways.

When making any adjustments to your riding mower, always disconnect the high tension wire to the spark plug, otherwise the engine may start causing serious injury.

Be sure the mower clutch control is "DIS-ENGAGED" and the transmission is in neutral before starting the engine.

It is recommended that the machine be stopped and inspected for damage after striking a foreign object and that any damage be repaired before restarting and operating the machine, as broken pieces could be thrown causing injury.

Until you become familiar with the riding mower it is recommended that quick starts, stops, and rapid engagement of the mower be avoided.

Keep the machine in good operating condition and keep safety devices in place. Use guards or shields as instructed in Operator's Manual to avoid injury.

The discharge shield on the mower must be attached at all times while operating the mower.

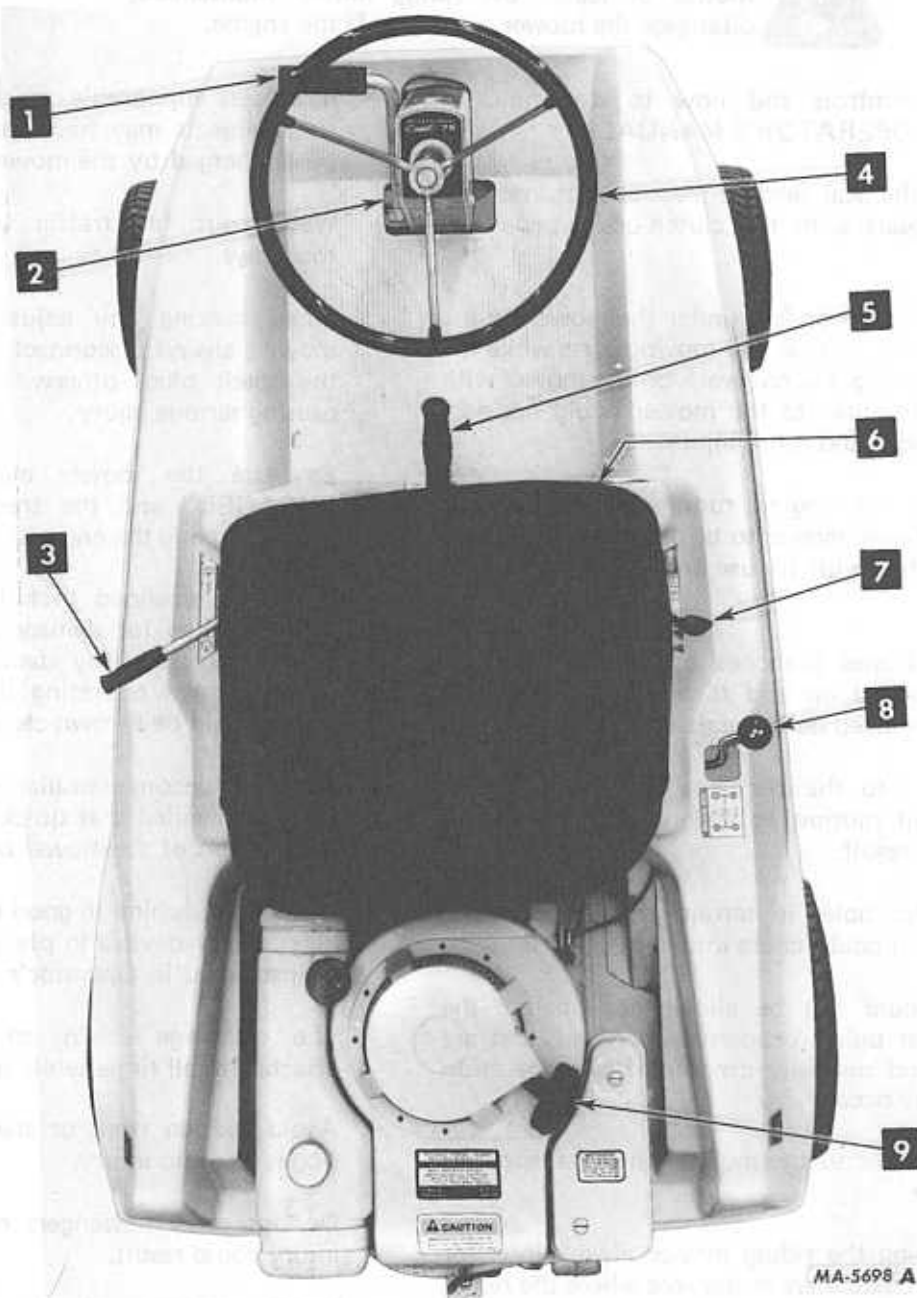
Avoid sudden stops or starts, especially on steep slopes to avoid injury.

Do not carry passengers or give rides as serious injury could result.

Handle gasoline with care it is highly flammable:
A. Use approved gasoline container. B. Never remove the fuel tank cap or fill the fuel tank when the engine is running, is hot, or indoors. Also, do not smoke when working around inflammable fuel. Wipe up spilled gasoline. C. Replace gasoline cap securely.

INSTRUMENTS AND CONTROLS

Your riding mower has been safety engineered. Thoroughly acquaint yourself with all the controls before attempting to operate the mower.



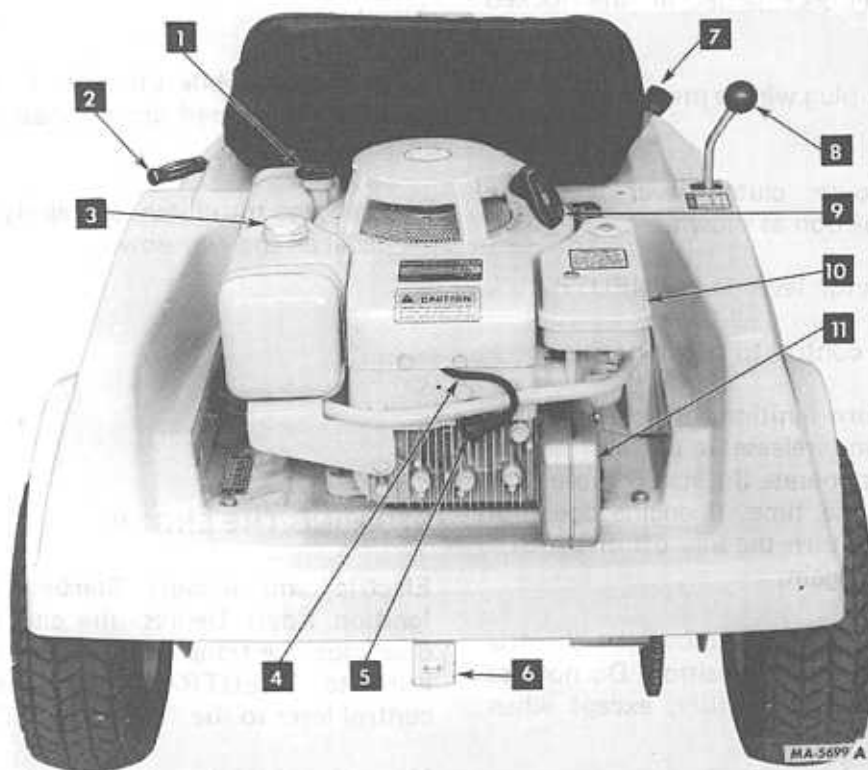
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- 1 - Clutch-brake pedal
- 2 - Brake pedal lock
- 3 - Mower clutch lever
- 4 - Steering wheel
- 5 - Mower height control lever

- 6 - Ignition switch (not seen)
- 7 - Throttle control
- 8 - Gear selector lever
- 9 - Recoil starter

BEFORE OPERATING THE ENGINE

- Lubrication See Lubrication Instructions — Pages 21 and 22.
- Fuel System This engine is designed to operate on unleaded or low lead gasoline with a 91 minimum octane rating (Research Method).
- Crankcase Check oil level.



- 1 - Oil level dip stick and filler hole
- 2 - Mower clutch lever
- 3 - Fuel tank filler cap
- 4 - High tension wire
- 5 - Spark plug

- 6 - Drawbar
- 7 - Throttle control
- 8 - Gear selector lever
- 9 - Recoil starter
- 10 - Air cleaner
- 11 - Muffler

OPERATING THE ENGINE

NOTE: The rider has an interlock safety starting system and the engine will not start unless the mower clutch control is in the full disengaged position and the gear selector lever is in neutral.

STARTING THE ENGINE



Keep hands and feet clear of blade and all moving parts to avoid injury.

Observe the following procedure to start the engine:

1. Place the clutch-brake pedal in the locked position.
2. Be sure the spark plug wire is properly attached to the spark plug.
3. Make certain mower clutch lever is in the "DISENGAGED" position as shown.
4. Be sure gear selector lever is in "NEUTRAL".
5. Move the throttle control to choke position.

Electric Starting: Turn ignition key clockwise to the start position and release it as soon as the engine starts. Do not operate the starter more than 30 seconds at any one time. If engine does not start within this time, turn the key off and wait a few minutes, then try again.

After the engine starts, slowly move the throttle control lever to the "FAST" position. Do not use the choke to enrich fuel mixture, except when necessary to start the engine.

Manual Starting (Riding mowers without electric starting:) If so equipped, turn ignition key clockwise to the "ON" position. Give a quick steady pull on the recoil starter handle to start the engine. Do not jerk or pull it out to the very end in a rough manner. Always pull the handle so the rope is in a straight line through the guide. Maintain your hold on the handle and allow the cord to return slowly. Releasing the handle when the cable is extended will shorten the life of the starter.

After the engine starts, slowly move the throttle control lever to "FAST" position. Do not use the choke to enrich the fuel mixture, except when starting the engine.

Clutch-Brake Pedal

The combination clutch-brake pedal is used to disengage the engine from the transmission when shifting gears and to actuate the brake to stop the rider.

To shift gears while the rider is in motion, pedal should be depressed approximately 1/2 the travel distance.

To disengage the clutch, and apply the brake, press the pedal all the way down.

STOPPING THE ENGINE

Electric and Manual Starting (Equipped with Ignition Key): Depress the clutch-brake pedal to disengage the transmission. Move the gear selector lever to "NEUTRAL" and the mower clutch control lever to the "DISENGAGE" position.

Move the throttle control lever to the "SLOW" position and allow the engine to idle a short time before stopping. Then turn the ignition key or switch to the "OFF" position.

Manual Starting (Not equipped with Ignition Key): Depress the clutch-brake pedal to disengage the transmission. Move the gear selector lever to "NEUTRAL" and the mower clutch control lever to the "DISENGAGE" position. Move the throttle control lever to the "OFF" position.

DRIVING THE RIDING MOWER

Break-in Procedure


To obtain the best service from the riding mower, for the first few hours of operation avoid rapid engagement of the mower clutch and main drive clutch.

After starting the engine, set the mower height control lever at the cutting height desired.

Set the throttle control on "FAST".

Release the brake pedal lock.

Disengage the clutch by depressing the clutch-brake pedal until the clutch is disengaged (approximately half way down). Select the desired speed by moving the transmission gear selector lever to one of the three forward speed positions. If the gear selector lever does not go into gear easily, engage and disengage the clutch and then shift the gear selector lever into gear.

 **CAUTION!** Until you have the feel of your riding mower, go slowly at first, avoid sharp turns at high speed, and on steep slopes to avoid an upset or loss of control.

Start the riding mower in motion by slowly releasing the clutch pedal. Hold the transmission lever in gear for a short period of time until transmission is fully seated in gear.

Engage the mower blades by moving the mower clutch control lever slowly to the "ENGAGE" position. To stop the mower move the control lever to the "DISENGAGE" position.



CAUTION! To prevent an accident or possible injury, always disengage the mower when transporting or not in use

LOCKING THE BRAKE



MA-5700

Always lock the brake when the rider is parked on a grade. To lock the brake, press down on the pedal; then place the brake pedal lock in the engaged position, as shown. To disengage the lock, press down on the pedal, lift the lock up and place it in the disengaged position.

ADJUSTING AND OPERATING

The center drive spindle bearings and the blade spindle bearings can be relubricated and are carefully enclosed and protected by seals.

LUBRICATION

Side Discharge Mower

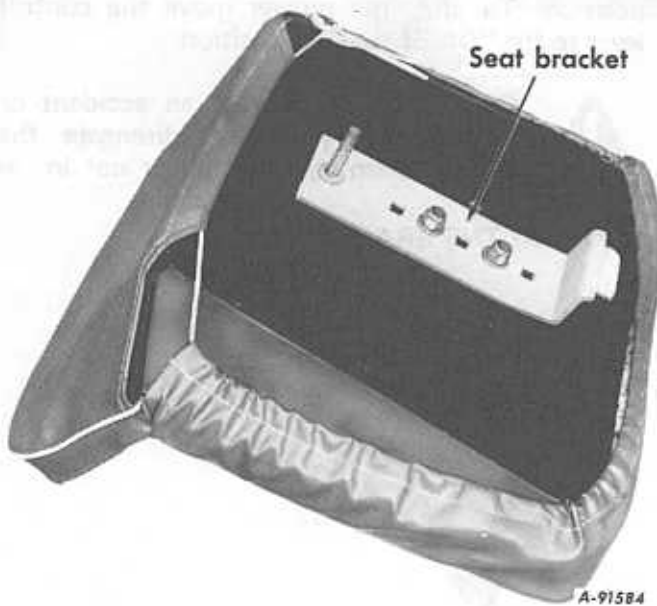
After every 25 hours of operation lubricate the three spindles (one fitting in each spindle), using chassis lubricant (pressure gun grease). Only one or two strokes of the applicator is required.

Rear Discharge Mower

After every 10 hours of operation lubricate the three spindles (one fitting in each spindle), using chassis lubricant (pressure gun grease). Only one or two strokes of the applicator is required.

ADJUSTING AND OPERATING

ADJUSTING THE SEAT



To adjust the seat for the most comfortable operating position detach the seat by removing the wing nut located under the center backrest of the seat. Lift the back of the seat and pull back to remove the seat from the front slot of seat mounting bracket. Remove the two nuts holding the seat mounting bracket to the seat and position as desired.

To attach the seat reverse the above described procedure.

CLEANING

Clean the underside of the mower at the end of the mowing season and when the buildup of cut material on the underside is noticed.

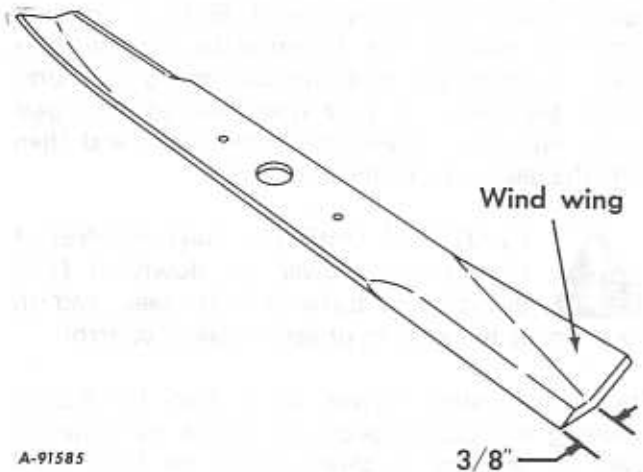
CAUTION! To prevent an accident or possible injury, always stop the engine and disconnect the spark plug wire. Lock the brake. Place mower clutch control lever in the disengaged position prior to cleaning or doing any work on the mower.

BLADE CARE

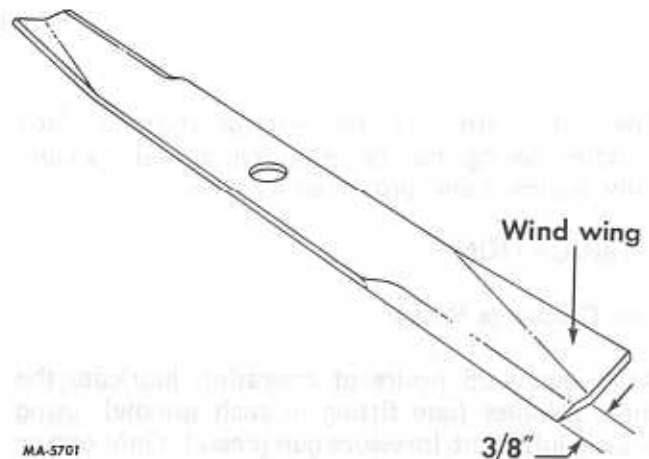


CAUTION! Be careful not to cut yourself when sharpening the blades or cleaning the underside of the mower.

The cutting blades must be kept sharp at all times. The blades can be sharpened on the mower with a few strokes of a file or they can be removed from the mower and sharpened on a grinding wheel. **NOTE:** Sharpen ends evenly so that blades remain balanced. However, if the cutting edge of the blade is within 3/8-inch of the wind wing, it is recommended that new blades be installed. New blades are available at your International Harvester dealer.



Blade for rear discharge mowers.
Torque nuts and bolts to 33-37 ft.-lbs.



Blade for side discharge mowers.
Torque nuts to 55-60 ft.-lbs.

ADJUSTING AND OPERATING

Be sure blades are assembled so the cutting edges are in the direction of rotation with the wind wings pointed toward the deck.

To detach the blade, place a large wood block between cutting edge and housing to keep the blade from rotating. Then remove the jam nut or cap screws, depending on whether you have a side discharge or a rear discharge mower.

When replacing blades use the reverse procedure, except put the wood block between the wing of the blade and the deck.

HEIGHT OF CUT

Cutting height can be adjusted from approximately 1-1/2-inches to 4-inches quickly and easily. The mower height control lever is located directly under the operator's seat. When the lever is pulled out it can be raised or lowered to the desired cutting height.

The height of cut is approximate since operator weight and tire inflation will effect the cutting height.

The cutting blades are designed to create a suction to lift the grass for an even cut.

The mower extends beyond the driving wheels to permit cutting close to walkways, fences, buildings, trees, etc.

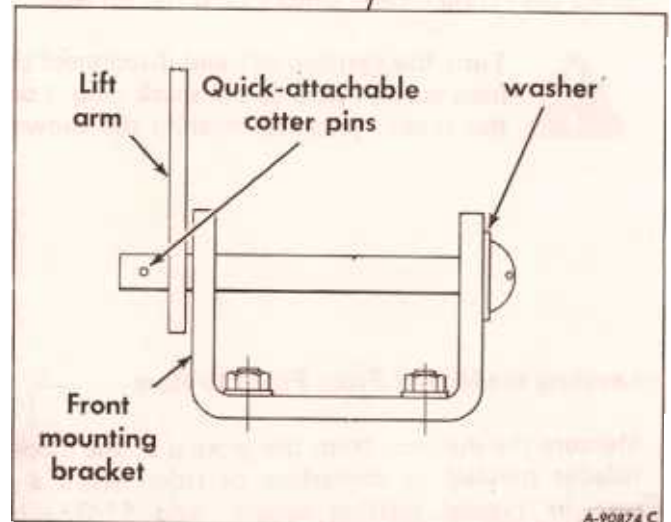
ATTACHING AND DETACHING THE MOWER

To facilitate changing the blades, sharpening the blades, cleaning, etc., the mower may be detached as follows:

Position the mower in the lowest position. Detach front of mower from frame by removing the retaining pins from the front mounting brackets. The pins are held by two quick-attachable cotter pins.

Slide the mower backward to remove V-belt from mower center drive pulley and to disconnect rear of mower from lift frame.

Raise the mower lift handle to the highest position and slide the mower out to the side.



CAUTION! Stop the engine and disconnect the high tension wire to the spark plug. Lock the brake prior to leveling the mower.

To attach the mower, reverse the above procedure. Also, place the height control lever in the lowest position for ease in mounting.

NOTE: When attaching the mower be sure that the lift arm is on the outside of the front mounting bracket and the quick-attachable pin on the outside. Also, be sure belt guides are properly positioned.

LEVELING THE MOWER

A properly leveled mower is one where the blades are cutting parallel to the ground. Should level adjustment be necessary due to tire variation or wear, proceed as follows:

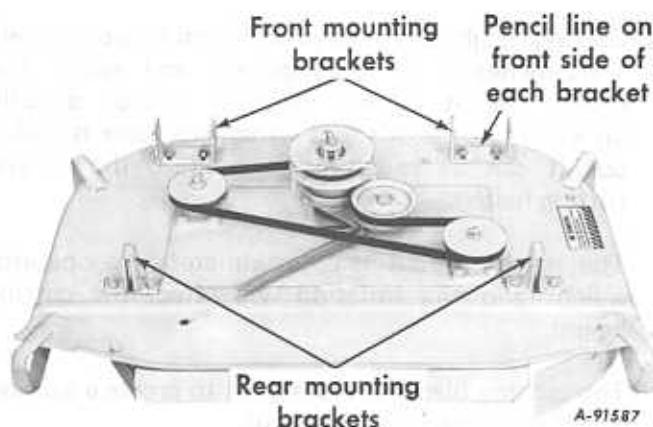
Drive the riding mower onto a hard flat surface.



Turn the ignition off and disconnect the high tension wire to the spark plug. Lock the brake, prior to leveling the mower.

Leveling the Mower From Side to Side

Measure the distance from the ground to the blades (blades perpendicular to centerline of rider) side to side in typical cutting height. Add 11/32-inch washers between mower deck and front mounting bracket on the side that measures high. Put an equal amount of washers under the rear mounting bracket on the same side.



Rear discharge mower shown. See "Note".

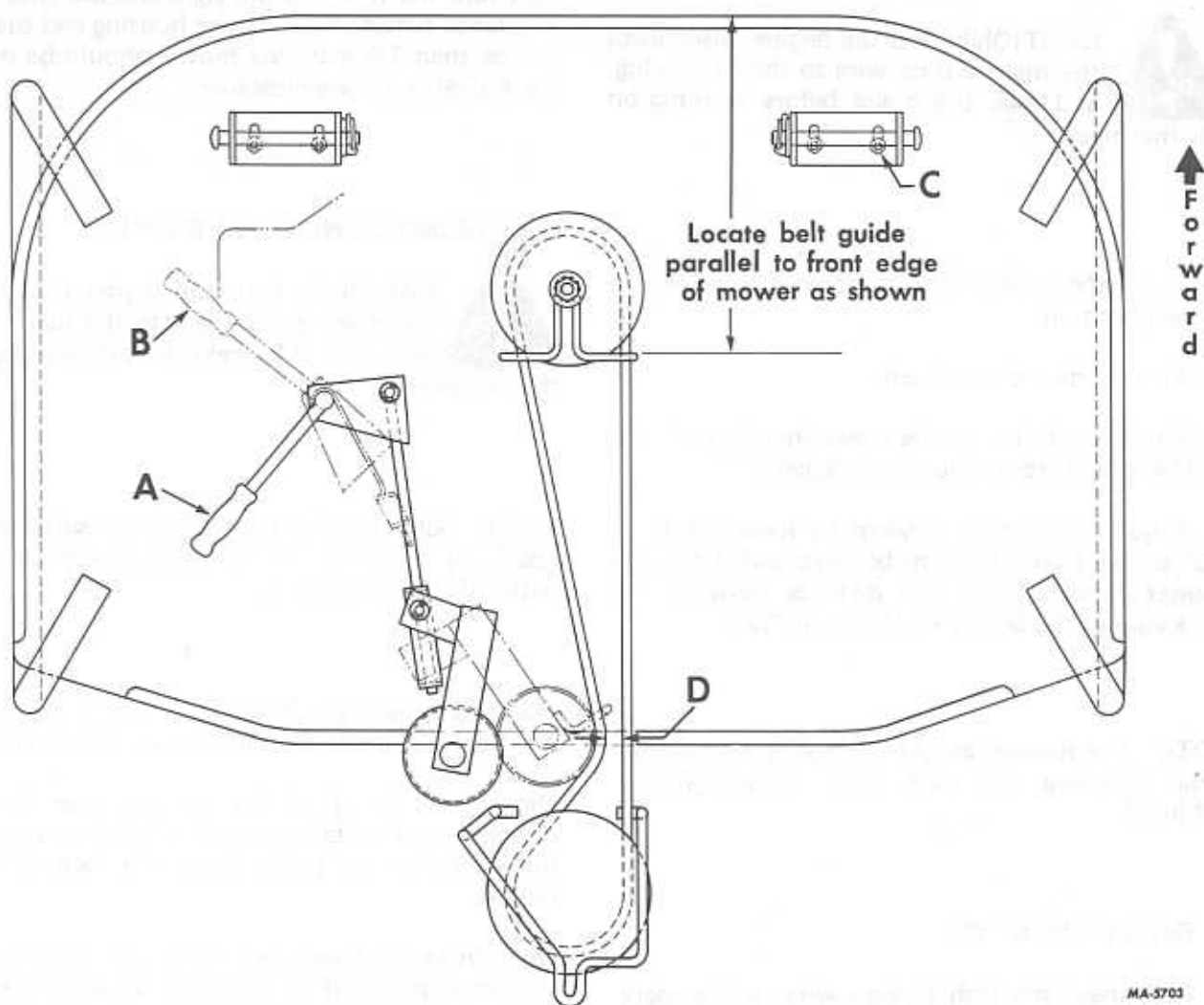
Leveling the Mower From Front to Rear

Measure the distance from the ground to the blades (blades parallel to centerline of rider) front and rear in typical cutting height. Add 11/32-inch washers between both front or rear hanger brackets depending on which measures high.

NOTE: Instructions for leveling the side discharge mower are the same.

ADJUSTING AND OPERATING

ADJUSTING MOWER DRIVE V-BELT



When mower clutch lever is in position "A" it is disengaged. When the lever is in position "B" it is engaged.

The mower drive belt will require adjustment if it slips while operating under normal conditions or if the distance between the backsides of the belt at "D" is 1/2-inch or less with the mower in the lowest position and the mower clutch lever in the engaged position.

ADJUSTING AND OPERATING

ADJUSTING MOWER DRIVE V-BELT

To adjust the mower proceed as follows:



CAUTION! Stop the engine, disconnect the high tension wire to the spark plug, and lock the brake before working on the machine.

1. Place the mower height control lever in the lowest position.
2. Engage the mower clutch.
3. Put a pencil line on the mower housing in front of the mower front mounting brackets.
4. Adjust the mower forward by loosening bolts "C" on the front mounting brackets and sliding the mower forward until the distance between the backsides of the belt is 1-1/2-inch at "D".

NOTE: The mower should be moved forward an equal distance on each side (approximately 1/4-inch).

5. Retighten bolts "C".
6. Reconnect the high tension wire to the spark plug.
7. Place the mower lift handle in the third position from the bottom. Start the engine and slowly engage the mower clutch control. Then, disengage and check to make sure mower declutches properly. If mower clutch control does not declutch, shut off the engine, detach the spark plug wire, and check position of belt guides **See page 14**. If it still will not declutch, move mower backward 1/16-inch.

8. Raise the mower to the maximum lift position and turn the wheels a full right and full left. If the clearance between the mower housing and the tires is less than 1/8-inch, the mower should be moved back slightly to give clearance.

REPLACING MOWER DRIVE V-BELT



CAUTION! Stop the engine, disconnect the high tension wire to the spark plug, and lock the brake before working on the machine.

NOTE: Substitute belts may not be satisfactory. Use only specified replacements. See your International Harvester dealer.

Place the mower height control lever in the lowest position and disengage the mower clutch control.

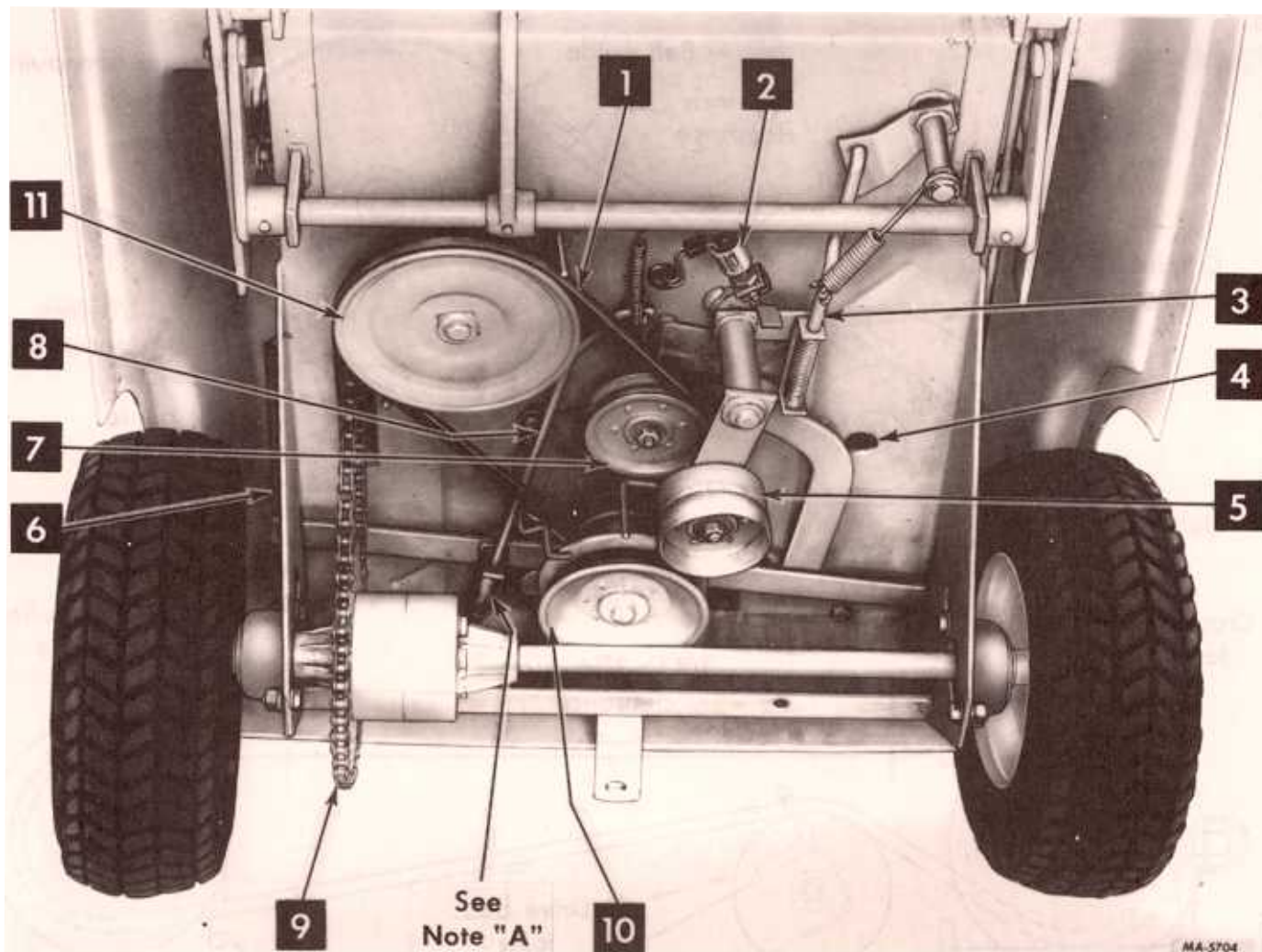
Detach the front of the mower from the lift assembly to facilitate removal of the belt from the mower-crankshaft pulley and the mower drive pulley.

When installing a new belt be sure to place belt in the upper groove of the mower drive pulley (on the deck) and in the lower groove of the mower-crankshaft pulley.

NOTE: When installing a new belt, make certain that the belt runs between the pulleys and the belt guides on the mower drive pulley and the mower-crankshaft pulley. Otherwise a ruined belt will result, thus requiring early replacement.

ADJUSTING AND OPERATING

MAIN DRIVE BELTS



- 1 - Main drive belt
- 2 - Safety starting switch
- 3 - Mower clutch control
- 4 - Oil drain hole
- 5 - Mower drive belt idler
- 6 - Clutch-brake pedal return spring

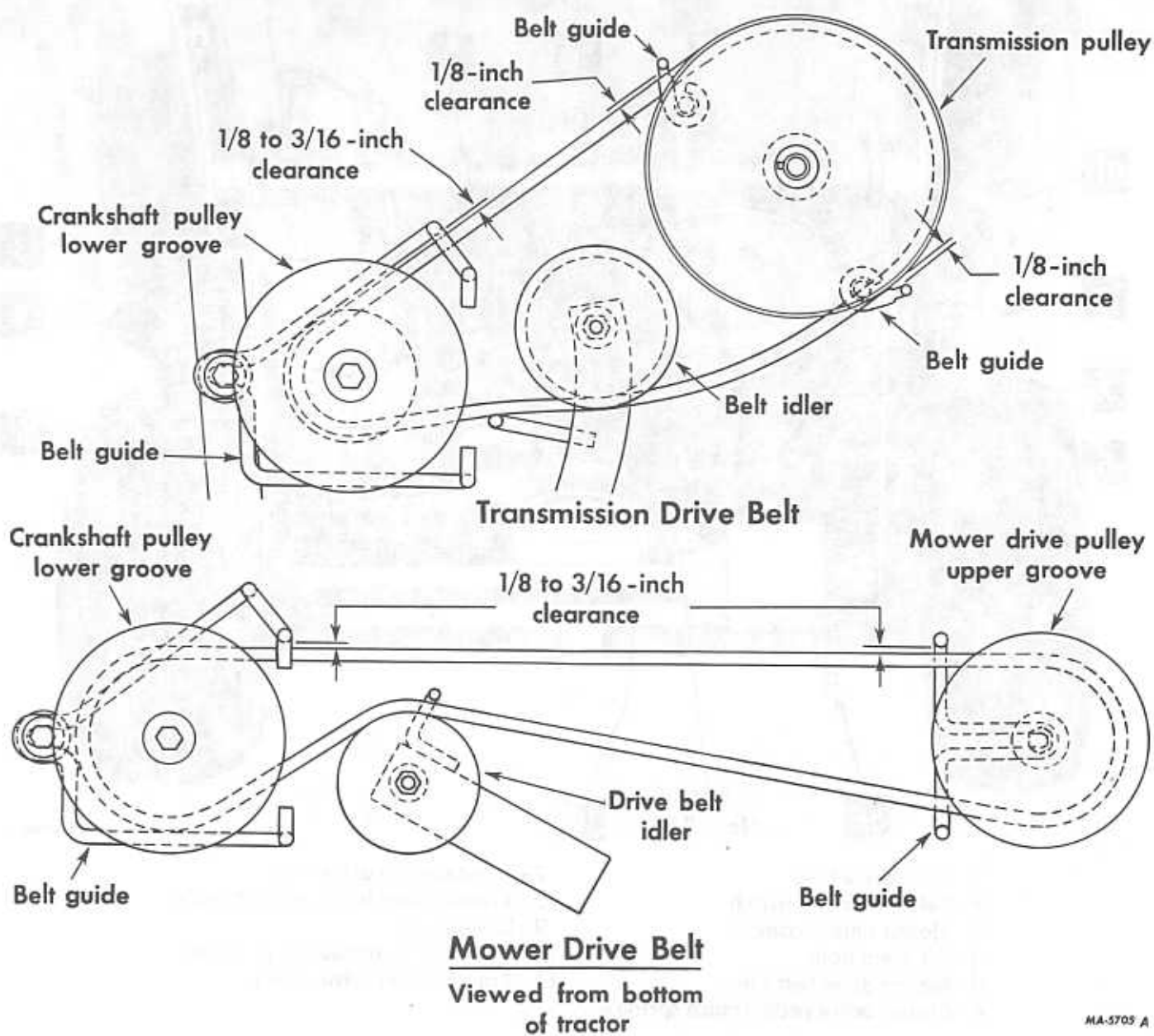
- 7 - Transmission drive idler
- 8 - Transmission brake rod assembly
- 9 - Drive chain
- 10 - Crankshaft - mower drive pulley
- 11 - Transmission drive pulley

Underside of riding mower with mower removed to show mower drive belt, pulleys, rear axle drive chain, etc.

NOTE "A" — Periodically check the transmission brake rod spring. If the spring length exceeds 1-1/2-inches with the brake pedal in the locked position readjust the locknut and jam nut on the

end of the rod to obtain the proper adjustment of 1-1/2-inches. Tighten the nuts relative to each other until firmly locked together to insure that they will not loosen up.

MAIN DRIVE BELTS - Continued



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Belt Installation Diagram

ADJUSTING AND OPERATING

MAIN DRIVE BELTS - Continued

The main drive belt is set at the factory and requires no adjustment. When the belt has worn or stretched to a point where slippage occurs in forward or reverse, a new belt should be installed.

Replacing Main Drive Belt



CAUTION! Stop the engine and disconnect the high tension wire to the spark plug. Lock the brake prior to leveling the mower.

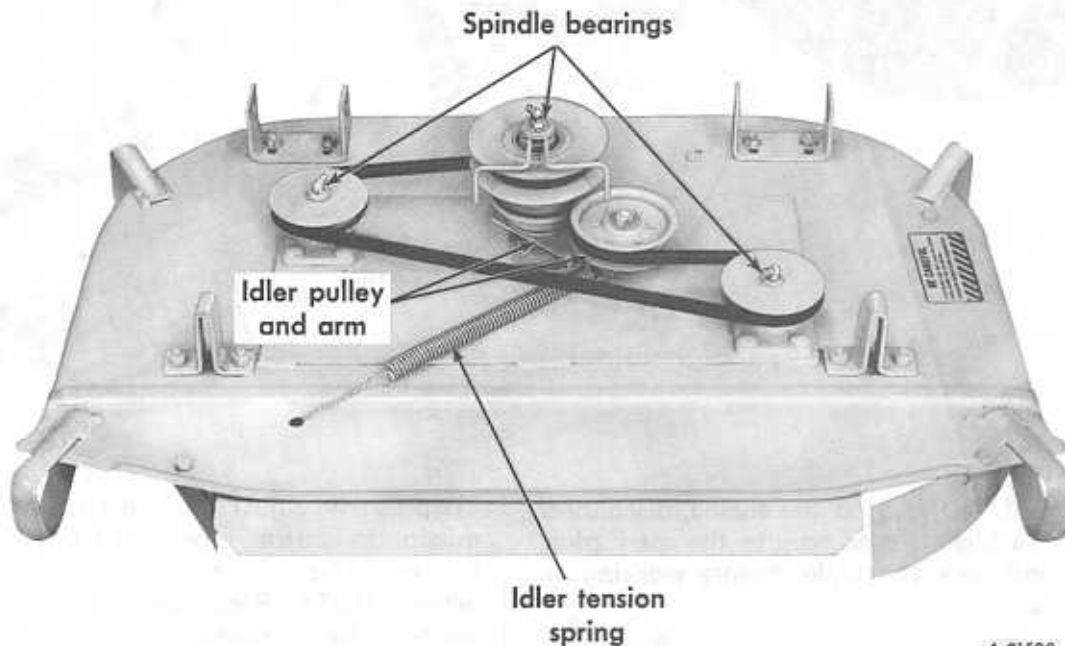
Detach the mower. Refer to Attaching and Detaching Instructions.

Loosen the two (2) belt guides around the transmission drive pulley and the belt guide around the mower crankshaft drive pulley, and then remove the drive belt.

When installing a new belt, reverse the above procedure and adjust belt guide.

NOTE: Be sure the new belt runs inside the belt guides around the transmission and mower drive pulleys.

REPLACING MOWER SPINDLE V-BELT

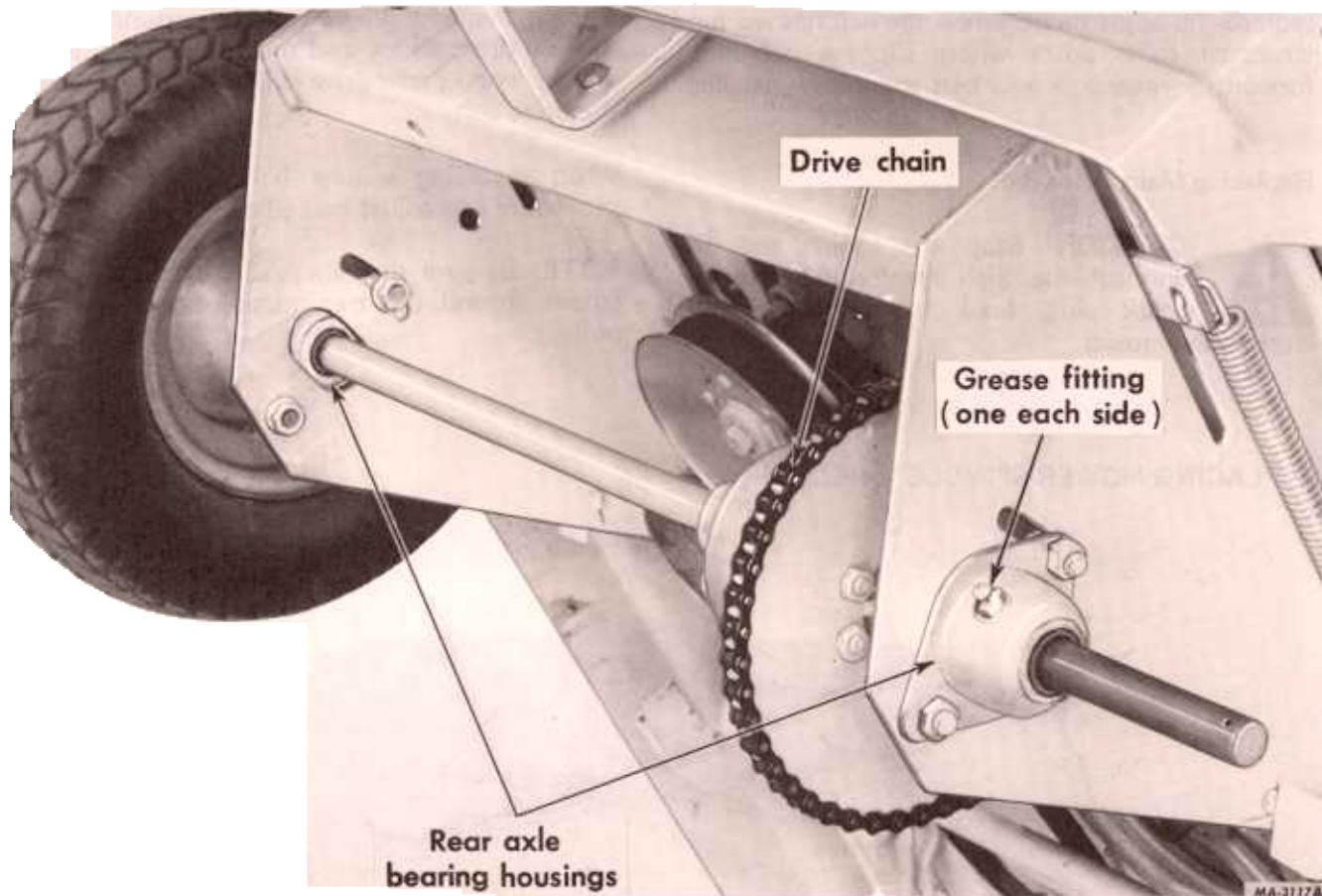


Detach the idler tension spring from the mower deck. When installing a new belt, be sure the belt is in the lower groove of the center drive spindle.

Reattach idler tension spring with the long hook of the spring into the mower housing.

ADJUSTING AND OPERATING

ADJUSTABLE REAR AXLE DRIVE CHAIN



CAUTION! Stop the engine, disconnect the high tension wire to the spark plug, and lock the brake before working on the machine.

After 5 hours of operation, or when excessive noise is noted, check the chain tension.

The drive chain can be adjusted to compensate for stretch and wear. The rear axle bearing mounting holes are slotted at the top to move the axle back for proper adjustment as shown.



Be sure machine is adequately blocked to avoid injury.

To properly adjust the drive chain set the transmission in neutral, block the front wheels, jack up the rear end of the rider, and remove the rear wheels. **NOTE:** Remember the order in which the washers are removed from the axle. When re-assembling be sure the washers are assembled in the same order to maintain proper drive chain alignment.

Adjust the bearing housings until the slack is out of the chain. The chain must not be taut. If the drive chain is too tight, excessive wear and stretch will result in premature failure. Not enough tension may allow chain to jump the sprocket, ride the teeth, break, or whip excessively. Axle must be perpendicular to side of rear frame. Adjust each side an equal amount. Tighten nuts to 33-37 ft.-lbs.

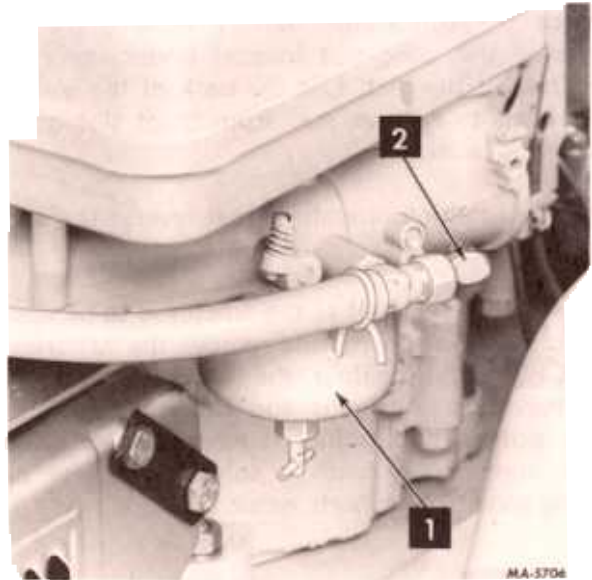
FUEL SYSTEM

This engine is designed to operate on unleaded or low lead gasoline with a 91 minimum octane rating (Research Method).

The use of unleaded gasoline will lengthen spark plug and valve life, maintain engine performance longer, and reduce rust and corrosion of engine while stored.



CAUTION! Handle gasoline with care, it is highly flammable: A. Use approved gasoline container. B. Never remove the fuel tank cap or fill the fuel tank when the engine is running, is hot, or indoors. Also, do not smoke when working around flammable fuel. Wipe up spilled gasoline. C. Replace fuel tank cap securely.



1 - Carburetor
2 - Fuel shut-off

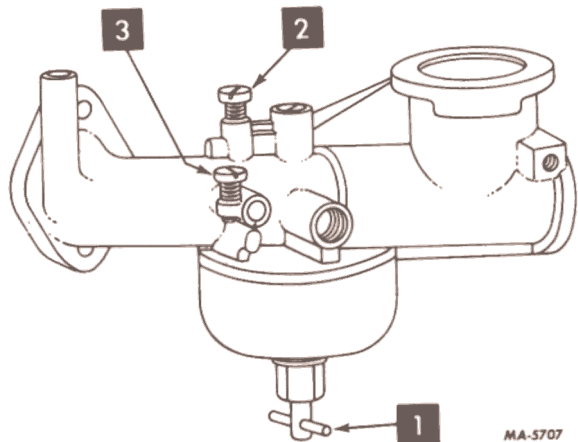
CARBURETOR ADJUSTMENTS

The carburetor is adjusted at the factory. Do not make adjustments unless absolutely necessary. Factory settings are correct for normal operating conditions. If adjustments are necessary proceed as follows:



CAUTION! During operating do not run the engine in confined area such as storage building any longer than is necessary for immediate moving of the machine outside into the air. Exhaust gases are toxic. Opening doors and windows may not provide adequate ventilation.

Start the engine and allow it to warm up at 3000 RPM. Turn needle valve in until engine misses (lean mixture) then turn it out past smooth operating point until engine runs unevenly (rich mixture). Turn needle valve to the mid-point between rich and lean so engine runs smoothly. Hold throttle at idle position and set idle speed, adjusting screw until engine idle speed is 1800 RPM. Hold throttle at idle position and turn idle valve in (lean) and out (rich) until engine idles smoothly. If necessary, correct idle speed. Release the throttle - engine should accelerate without hesitation or sputtering. If engine does not accelerate properly, the carburetor should be readjusted, usually to a slightly richer mixture of needle valve.



1 - Needle valve
2 - Idle valve
3 - Idle speed adjusting screw

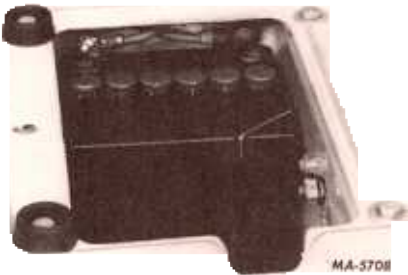
ELECTRICAL SYSTEM

The battery is located under the operator's seat. To service or replace the battery remove the seat. Remove the wing nut located under the center backrest of the seat. Lift the back of the seat and pull back to remove seat from front slot of seat mounting bracket.

When reinstalling operator's seat reverse the above procedure.



CAUTION! If the tractor is to be tipped up or on its side remove the batteries to avoid spilling the electrolyte. Battery electrolyte is poisonous and can be injurious to eyes, skin, and clothing. If electrolyte is spilled, flush immediately with a solution of one part baking soda to four parts water.



BATTERY

Liquid Level

For long battery life and trouble-free operation check the battery at 15-day intervals for water level. If the battery is in need of charging, it should be given immediate attention. Keeping the battery fully charged not only adds to its life but makes it available for instant use when needed.

The electrolyte (acid and water) in each cell should be at the proper level at all times to prevent battery failure. When the electrolyte is below this level, pure, distilled water should be added.



CAUTION! Acid or electrolyte should never be added except by a skilled battery man. Under no circumstances add any special battery "dopes", solutions, or powders.

Occasionally remove the battery cables and brighten the terminal contact surfaces with wire wool, and reassemble. Apply a light coat of vaseline or chassis lubricant. Be sure terminals are clamped tightly, the rubber cover is slid over the positive terminal, and that battery is fastened securely in the battery box. Replace defective cable, and keep vent holes in battery filler caps open.

The output of the built in charging circuit in the engine rises from 2 amperes at 2400 RPM to 3 amperes at 3600 RPM and uses less than .2 horsepower.

Connecting Booster Batteries

When required, a booster 12-volt battery may be connected in parallel with the 12-volt system on the tractor.

NOTE: All circuits must be turned "off". Electrical System is Negative (-) grounded only. Reversed polarity will result in permanent damage to components of the electrical system.



CAUTION! Electrical storage batteries give off highly inflammable hydrogen gas when charging and continue to do so for some time after receiving a steady charge. Do not under any circumstances allow an electric spark or an open flame near the battery. Do not lay tools across battery terminals as this may result in a spark or short circuit which may cause an explosion. Be careful to avoid spilling any electrolyte on hands or clothing.

For dependable battery service, see your International Harvester dealer.

SPARK PLUG

NOTE: Remove all dirt from base of spark plug before removing.

ELECTRICAL SYSTEM

Remove the spark plug after every 100 hours of operation for cleaning and checking the gap. When adjusting the gap, always bend the outer electrode. Never bend the insulator. If gap between the electrodes is too great, the engine will misfire and be hard to start.

Always use a spark plug wrench when removing or reinstalling the plug.

Be sure the gasket is in good condition, and screw plug in tightly. Do not tighten more than enough to compress the gasket to seat the plug and assure a good heat transfer between the plug and cylinder head.

Replace defective plug with new plug. Use a Champion CJ-8 spark plug or equivalent. See your International Harvester dealer for a correct replacement plug.

Cleaning Spark Plug

Clean spark plug with a pen knife or wire brush and solvent. If electrode is burned away or the porcelain is cracked, replace with new plug.

NOTE: Do not use abrasive cleaning machine; because any grit introduced into the engine could cause severe damage.



**Checking the spark plug gap.
Set gap at .030-inch.**

ENGINE COOLING AND AIR CLEANER

ENGINE COOLING

This is an air cooled engine. Air must circulate freely around the engine. Keep the cooling fins and housing area free of accumulated dirt and trash or engine will overheat and result in damage to moving parts.

OIL FOAM AIR CLEANER

Clean and re-oil the air cleaner element every 25 hours under normal operating conditions. Under extremely dusty conditions, clean the element every few hours.

To clean the element, proceed as follows:

Remove the cover screws, lift the air cleaner cover and carefully remove the element to prevent dirt from entering the carburetor.

Wash the foam element in kerosene or liquid detergent and water to remove all dirt. Also clean the air cleaner body and cover.

Wrap the foam element in a cloth and squeeze dry. Then, saturate the element in engine oil (SAE-30). Squeeze the element to remove excess oil and reassemble and fasten to carburetor with screw.

NOTE: Replace air cleaner mounting gaskets that are worn or damaged, to prevent dirt or dust entering engine through improper sealing.

STORING THE RIDING MOWER

At the end of the mowing season or in the event the riding mower is to be stored for any length of time, (30 days or more) proceed as follows:

Drain the fuel tank and run the engine until the fuel is exhausted from the fuel system.



CAUTION! Drain the fuel tank out-of-doors and into a clean container.



CAUTION! Handle gasoline with care, it is highly flammable. A. Use approved gasoline container. B. Never remove the fuel tank cap or fill the fuel tank when the engine is running, is hot, or indoors. Also, do not smoke when working around flammable fuel. Wipe up spilled gasoline. C. Replace fuel tank cap securely.



CAUTION! During operating do not run the engine in confined area such as storage building any longer than is necessary for immediate moving of the machine outside into the air. Exhaust gases are toxic. Opening doors and windows may not provide adequate ventilation.

CAUTION! If the tractor is to be tipped up remove the battery to avoid spilling the electrolyte. Battery electrolyte is poisonous and can be injurious to eyes, skin, and clothing. If electrolyte is spilled, flush immediately with a solution of one part baking soda and four parts water.

Remove spark plug and pour one ounce of I.H. No. 1® Engine Oil through spark plug hole into the cylinder. Crank engine several times to distribute oil over cylinder walls. Replace the spark plug.

Wash or clean and completely lubricate the riding mower. See "Lubrication Guide" on pages 23 and 24. This is a fiberglass body. Use only a mild soap or detergent. Do not use ammonia base or abrasive cleansers.

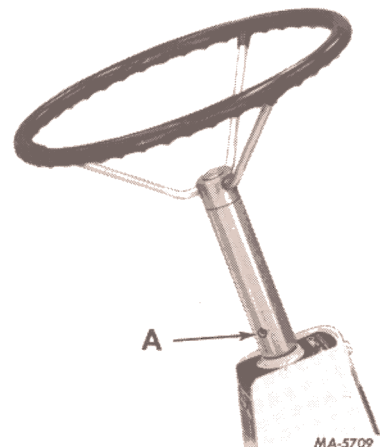
Remove the battery and place it in a cool, dry place above freezing (+32° F.). Check the battery at least once a month for water level and amount of charge.

Store your riding mower in a dry and protected place. Leaving the riding mower outdoors, exposed to the elements, will result in materially shortening its life.

DETACHABLE STEERING WHEEL

The automotive type steering wheel is detachable. By removing the roll pin at the lower end of the steering shaft the steering wheel can be removed from the housing. See "A" in illust.

This feature provides for easier storage or transporting in areas where height is a factor.



LUBRICATION

ENGINE OIL

NOTE: After checking the oil the oil dip stick must be fully seated in the filler tube to avoid excessive oil consumption and irregular engine operation.

After the first five hours of operation, change the oil as directed in Lubrication Table. The engine oil must be drained and replaced with new oil every 25 hours of engine operation thereafter, or a minimum of once a year, and sooner if the equipment is operated under extremely dusty conditions.

We recommend I.H. No. 1 Engine Oil. If other than I.H. No. 1 Engine Oil is used, it must be designated "For Service MS". In new API code these oils are usually designed as meeting either SD or SE requirements.

To aid starting, the selection of crankcase lubricating oils should be based on the lowest anticipated temperature until the next drain period.

Check the oil level of the engine crankcase every five hours to see that it is filled to the correct level. Check the oil level only while the engine is stopped.

The crankcase oil filler cap has the oil level gauge attached to it. Always keep the oil level between the "FULL" and "ADD" marks in the "SAFE" range on the gauge. Do not over-fill. When checking the oil level, the gauge must be withdrawn and wiped clean, then inserted all the way and withdrawn for a true reading.

LUBRICATION GUIDE

After Every 5 Hours of Operation

1. Oil filter cap and Bayonet-type Oil Level Gauge
See Page 5.

{ Check the oil (with the engine stopped) and add sufficient new oil to bring it to the "FULL" mark on the gauge. Do not over-fill. Do not operate the engine if the oil level is below the "ADD" mark on the gauge. Dip stick must be fully seated before operating the engine.

After Every 10 Hours of Operation

2. Rear Axle Drive Chain
See Page 16.
3. Pedal Return Spring
See Page 13.
4. Mower Idler Pulley Arm
See Page 15.
5. Rear Axle Bearings (2)
See Page 16.

{ Apply a light coat of engine oil to the full length of the chain.

Apply a few drops of oil to the spring.

{ Apply a few drops of oil to the idler pulley arm.

{ Use IH 251H EP grease or equivalent No. 2 multi-purpose lithium grease and apply two or three strokes of the lubricator to grease fittings.

LUBRICATION GUIDE

After Every 10 Hours of Operation - Continued

6. Front Wheels

Use IH 251H EP grease or equivalent No. 2 multi-purpose lithium grease and apply one or two strokes of the lubricator to the grease fittings (one fitting on each front wheel).

7. Mower Spindle Bearings (3)
Rear Discharge Mower
See Page 15.

Use IH 251H EP grease or equivalent No. 2 multi-purpose lithium grease and apply one or two strokes of the lubricator to the grease fittings (one fitting on each spindle). Center spindle can be greased through lift handle slot.

After Every 25 Hours of Operation

8. Engine Crankcase
See Page 13.

While the engine is warm remove the drain plug and drain all the oil from the crankcase. To drain completely, raise the right side of the riding mower by placing a 4-inch to 6-inch block under the right rear wheel. After draining, replace the drain plug. Remove the crankcase oil filler cap and refill the crankcase with new oil up to the "FULL" mark on the oil level gauge. Refer to the "Lubrication Table" for proper quantity and viscosity to use.

9. Mower Spindle Bearings (3)
Side Discharge Mower
See Page 15.

Use IH 251H EP grease or equivalent No. 2 multi-purpose lithium grease and apply one or two strokes of the lubricator to the grease fittings (one fitting on each spindle). Center spindle can be greased through lift handle slot.

LUBRICATION TABLE

Point of Lubrication	Check at Hours	Change at Hours		Anticipated Air Temperature		
				Above +32° F.	+32° to 0° F.	Below 0° F.
Engine Crankcase	5	25	32 oz. 1 qt.	I.H. No. 1® Engine Oil SAE-30	I.H. No. 1® Engine Oil SAE-10W	SAE-5W or SAE-5W-20
Transmission and Differential	Factory sealed. See your I. H. Dealer					

MAINTENANCE CHART

Operation to be performed.	Before each use	10 hours or once a month.	25 hours or twice a season.	Before Storage
Check engine oil, pages 21 and 22.	X			
Fill gas tank, page 17.	X			
Adjust chain tension, Page 16.	After first 5 hours.			X
Grease front wheels and rear axle bearings, page 21 and 22.		X		
Grease mower spindle bearings, page 15.		Rear Discharge X	Side Discharge X	
Oil drive chain and pedal spring, page 13.		X		
Service air cleaner, page 19.			X	
Check belt guides and belt tension, page 14.			X	
Check spark plug, page 19.				X
Service battery, page 18.		X		X
Change oil, pages 21 and 22.	After first 5 hours		X	
Clean mower, page 8.			X	X
Sharpen mower blades, page 8.			X	
Drain fuel, page 20.				X

TROUBLE SHOOTING

Possible Cause

Possible Remedy

HARD TO START OR WILL NOT START

No gasoline in fuel tank or carburetor	Fill the fuel tank with non-leaded or regular gasoline and check the carburetor.
Mower clutch lever may not be disengaged	Move to disengaged position firmly, to contact safety starting switch.
Transmission shift lever may not be in neutral	Move to center, neutral position.
Choked improperly, flooded engine	Follow starting instructions.
Water in gasoline	Drain the fuel tank and carburetor. Use new fuel and dry the spark plug.
No spark	The rider has an interlock safety starting system. The mower clutch control must be fully disengaged and the gear selector lever in neutral. Check the high tension wire. See Page 20. Check to see that the throttle control is not in the "OFF" position. *
Spark plug dirty or improper gap	Clean, adjust the gap to .030-inch, or replace the plug.

ENGINE OPERATES IRREGULARLY, KNOCKS, OR SMOKES

Restricted air cleaner	Clean or replace the element.
Running on choke position	Move throttle control to fast position.
Spark plug dirty, wrong gap, or wrong type	Clean, adjust the gap to .030-inch, or replace the plug.
Carburetor improperly adjusted	Adjust carburetor. See Page 19.
Poor or weak spark	Check spark plug and wiring. *

* See your International Harvester dealer.

TROUBLE SHOOTING

Possible Cause

Possible Remedy

ENGINE OPERATES IRREGULARLY, KNOCKS, OR SMOKES - Continued

Engine smokes	Check combination oil filler cap and oil level gauge and be sure cap is securely inserted into the oil filler tube.
Engine incorrectly timed	*

LACK OF POWER

Running on choke position	Move throttle control to fast position.
Restricted air filter element	Clean or replace element.
Carburetor improperly adjusted	Adjust carburetor. See page 19.
Incorrect timing or faulty ignition	Check spark plug. *

ENGINE OVERHEATS

Excessive load on engine	Reduce excessive load.
Lack of lubrication	Fill crankcase to proper level.
Carburetor improperly adjusted	Adjust carburetor. See page 19.
Engine improperly timed	*
Engine cooling fins plugged	Clean out trash.

FREQUENT BATTERY DISCHARGE

Wiring	Check all wire terminals for looseness, and check the fuse.
Battery	Replace battery if necessary. *

* See your International Harvester dealer.

SPECIFICATIONS

International
Cadet 75
Riding Mower

CAPACITIES (APPROXIMATE U.S. MEASURE

Fuel tank	3 qt.
Crankcase	1 qt.

GROUND SPEEDS, MPH, AT 3600 RPM ENGINE SPEED

Speed: 1st	2.18
2nd	3.27
3rd	4.91
Rev.	3.27

ENGINE

Make and Model	Briggs & Stratton 170700
Cylinders	1
Bore	3 in.
Stroke	2-3/8 in.
Displacement	16.79 cu. in.
Engine Speed (governed)	
Rated maximum full load speed	3600 rpm
Minimum speed	1800 rpm
Maximum no load speed (high idle)	3800 rpm
Valve Clearance (engine cold)	
Intake007
Exhaust011

ELECTRICAL SYSTEM

Ignition	Magneto
Spark plug gap (14mm plug) (Champion CJ-8 or equivalent)030 in. gap
Breaker points020 in. gap
Battery terminal grounded (12 Volt)	Negative

SPECIFICATIONS

International
Cadet 75
Riding Mower

MOWER

Type cutter bar	Suction lift
Width of cut	32. in.
Adjustable cutting height (approximate)	1-1/2 to 4 in.
Mower drive	V-belt w/clutch

TIRE SIZES

Front	11 x 4.00-5 2-ply tubeless
Rear	13 x 5.00-6
Tire Inflation pressure	15 lbs./sq. in.

Specifications are subject to change without notice.

Accidents can be prevented with your help

No accident-prevention program can be successful without the wholehearted co-operation of the person who is directly responsible for the operation of equipment.

To read accident reports from all over the country is to be convinced that a large number of accidents can be prevented only by the operator anticipating the result before the accident is caused and doing something about it. No power-driven equipment, whether it be transportation or processing, whether it be on the highway, in the harvest field or in the

industrial plant, can be safer than the man who is at the controls. If accidents are to be prevented—and they can be prevented—it will be done by the operators who accept a full measure of their responsibility.

It is true that the designer, the manufacturer, the safety engineer can help; and they will help, but their combined efforts can be wiped out by a single careless act of the operator.

It is said that '*the best kind of a safety device is a careful operator.*' We ask you to be that kind of an operator.

